

## DAY RIDGERS ANGRY AT B. R. T.

Removal of Trolley Cars in Favor of "L" System Means Delays and Many Inconveniences for Residents.

## CARS DON'T STOP AT EVERY CORNER NOW.

So Many Transfers that the Women Who Start Out Shopping Are Tired Out Before They Reach the Stores.

Indignation is rife at Bay Ridge and Fort Hamilton, and the Brooklyn Rapid Transit Company is threatened by scores of protesting inhabitants of the peaceful precincts, whose means of transportation are limited to the Third Avenue elevated car line which runs to Fort Hamilton.

The women of Bay Ridge have come to the front in a strenuous manner, and are backing the men with so much vigor that the husbands and brothers say there is small need of their own services.

Up to four weeks ago, say the dissatisfied ones, everything was lovely. Then the good old-fashioned trolley car system which stopped at every corner carried the Bay Riders and their neighbors to Brooklyn and New York. Four weeks ago the elevated road system extending from Sixty-fifth street was inaugurated, and now the indignant citizens have to tramp to the stations, which are five blocks apart.

Too Many Transfers. "This is not all of the trouble, either," said Mrs. A. L. Payley, of No. 337 Seventy-fifth street. Since the new system has gone into effect we have to transfer at Sixty-seventh street when we want to go to the Hamilton and Thirty-ninth street ferries, and then transfer once more. We have to climb stairs unnecessarily. It is all right for people going to the Bridge, but it is terrible for those going to other places.

"In bad weather the state of affairs is something awful. There are no shelters at the stations, and there is nothing to do but stand in the driving rain. What it will be this winter I can't say. But of course it will be a great deal worse."

"People returning from New York are placed at all sorts of inconvenience. Last night some friends of mine and myself were returning from New York, and when we got to Sixty-fifth street we were transferred to a trolley that carried us to Sixty-seventh street. Here we had to wait for the Fort Hamilton 'L' train that runs from Sixty-fifth street out.

Waited in the Rain. "We waited in the rain at Sixty-seventh street until we were drenched, and then when we were let off at Seventy-second street we had two blocks to tramp through the rain.

Twenty years ago the state of affairs was better than it is now. The women of this neighborhood are simply incensed at the advantage the road simply taken of the charter, which requires that cars stop at every corner.

"When we want to do any shopping it means that we have to transfer until we are worn out. Of course, it is all very well for the people going to New York in the morning and returning at night, but for local traffic it is entirely at fault."

The present system, say Mrs. Payley and her colleagues, was introduced at the instigation of a few property holders. Several indignation meetings have been held at the Bay Ridge Club, and 300 citizens turned out to see what could be done to remedy the present situation.

Protest. Police Commissioner Piper, who lives at Fort Hamilton, was one of the interested participants at the meetings, and made a speech in favor of immediate change.

Capt. Piper Objects. "The present system is entirely inadequate," said Capt. Piper to an Evening World reporter to-day. "The old system was much better. As far as I am personally concerned, however, the Rapid Transit system is the best for me, but I speak for the general good of the people living at Fort Hamilton. It is now difficult for them to conveniently get a car, and when their destination is Hamilton Ferry or Thirty-ninth street Ferry the system of transferring is extremely inconvenient. The suggestion to establish a transfer station at Sixty-eighth street will never do. When it is necessary to transfer it should be made so as not to cause people too much inconvenience."

During yesterday's severe rain the indignation of the Bay Riders grew much more. Women who were compelled to be out and had to wait two or three blocks to unheated stations, and then wait for cars, were almost hysterical. "Give us the old way," even the horse cars and dummy line ran out here," they said. We never were treated so dreadfully as we are now."

Among the professional men who are inconvenienced and indignant at the present rapid transit system is Dr. Edward McCarthy.

Violates the Franchise. "The present Rapid Transit system is not according to the company's franchise, as I have investigated it," said Dr. McCarthy. "I think in this matter personally, but I believe the Rapid Transit system is a menace to the good of this part of the community. The public health is menaced by the terrible dust that is kicked up and property along the line is depreciated. The biggest cause for complaint is the inconvenience to the people. The present system was put in at the solicitation of a few promoters who are out here and who thought it would be to their advantage. The people going to work and from New York to the city are in the neighborhood are dependent on the service, and some never go to New York once in six months. I think the only way out of it is to re-

## STEEL HIT HARD IN BEAR DRIVE

Preferred Object of Attack. Is Forced Down to 59. While the List Suffers Further Losses in Weak Spell.

## PUBLIC NOT IN THE MARKET.

Shipbuilding Disclosures Make Investors Wary, and Even Professionals Hold Off—Copper a Firm Feature of the Trading.

A good bank statement failed to help in the stock market to-day. The business was so dull during the greatest part of the session that the price fluctuations were without significance. The market continued until just before the close, when a dejected bear drive was made against steel preferred which was sold down to 59. This gave some life to the dealings and most of the stock felt the effect, although all the prices fell.

The dullness during the day was due to two things—public apathy, caused by the shipbuilding exposures, and the breaking down of private wires, which prevented out-of-town orders from being sent to this market. Even the professionals kept out of the market, and every commission house on the street that has customers reports that the great majority of them are short of the market. This has done much to keep the professionals out of the trading.

At the opening the market was weak with prices slightly lower, and for a short time it seemed as if the decline was to continue, but soon a better feeling prevailed and prices rallied slightly and held steady. This steadiness gave some encouragement, as it was in the face of the selling of 15,000 shares by London, which is not inclined to get into this market until it sees a decided improvement in sentiment, which has been tipped in the lead by the shipbuilding exposures.

Chicago and Alton showed some strength and early advanced 1-1/2 points. The statement that Atchafalaya would earn for the first quarter at a rate of 11 per cent. on its common and that the earnings would be greater than for any quarter in the history of the company failed, when it became known, to help the general market, although it did help to keep Atchafalaya strong.

The rally after the bank statement was made did not last long, nor did it carry prices much higher. The close was quiet with a slightly better last night's close.

There was no new developments during the day and the market was very tame. The principal stock dealt in being the Steel issues, Union Pacific, Atchafalaya, Rock Island, Amalgamated Copper, Western Union, and St. Paul. The Steel issues after making a small gain after the bank statement lost the gain and the preferred closed at about the low price of the day. Copper made a good gain on the day, selling up to 77-3/4. St. Paul advanced up to 133-1/4, but lost the gain.

The total sales of stocks were 232,600 shares, and of bonds \$1,025,000.

The Closing Quotations. To-day's highest, lowest and closing prices, or from last recorded sale are as follows:

Am. Sugar	100 1/2	100 1/2	100 1/2	100 1/2
Am. Sugar	116 1/2	116 1/2	116 1/2	116 1/2
Am. T. & S. P.	87 1/2	87 1/2	87 1/2	87 1/2
Atchafalaya	87 1/2	87 1/2	87 1/2	87 1/2
Chic. & N. W.	87 1/2	87 1/2	87 1/2	87 1/2
Chic. & O. R.	87 1/2	87 1/2	87 1/2	87 1/2
Chic. & P.	87 1/2	87 1/2	87 1/2	87 1/2
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